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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

Thursday, January 2, 2014
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Transportation Committee

Members –January 2014

<u>Members</u>		<u>Representing</u>	
Chair*	1. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Vice-Chair*	2. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
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	* 4. Hon. Michael D. Antonovich		Los Angeles County
	* 5. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 6. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	7. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 8. Hon. Art Brown	<i>Buena Park</i>	District 21
	9. Hon. Catalina Chacon		Pechanga band of Luiseño Indians
	* 10. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 11. Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
	* 12. Hon. Paul Eaton	<i>Montclair</i>	District 9
	* 13. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	* 14. Hon. Mario Guerra	<i>Downey</i>	GCCOG
	* 15. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
	16. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 17. Hon. Matthew Harper	<i>Huntington Beach</i>	OCTA
	* 18. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	19. Hon. Bill Hodge	<i>Calexico</i>	ICTC
	* 20. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 21. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	22. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	23. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	24. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 25. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	26. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians
	27. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 28. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	* 29. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
	* 30. Hon. Dan Medina	<i>Gardena</i>	District 28
	* 31. Hon. Barbara Messina	<i>Alhambra</i>	District 34
	* 32. Hon. Leroy Mills	<i>Cypress</i>	District 18
	* 33. Hon. Brett Murdock	<i>Brea</i>	District 22
	* 34. Hon. Kris Murray	<i>Anaheim</i>	District 19

Transportation Committee

Members – January 2014

Members

Representing

* 35. Hon. Steven Neal	<i>Long Beach</i>	District 29
* 36. Hon. Shawn Nelson		Orange County
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* 44. Hon. Ronald Roberts	<i>Temecula</i>	District 5
45. Hon. Adam Rush	<i>Eastvale</i>	RCTC
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* 55. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

JANUARY 2, 2014

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Memorandum of Understanding (MOU)/Joint Work Program with San Bernardino Associated Governments (SANBAG)
(Huasha Liu, Director, Land Use and Environmental Planning)

	<u>Time</u>	<u>Page No.</u>
Attachment	10 mins.	1

Recommended Action: Recommend that the Regional Council adopt a Memorandum of Understanding (MOU)/Joint Work Program with SANBAG for the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

INFORMATION/DISCUSSION ITEMS

2. Update on State and Federal Freight Activities: The California Freight Advisory Committee, Recent U.S. DOT Release of the Draft Primary Freight Network, and Findings on the Impacts of the Panama Canal
(Annie Nam, SCAG Staff)
3. Transportation Alternative Program Update - State's Preliminary Draft Active Transportation Program Guidelines
(Sarah Jepson, SCAG Staff)
4. SB 743: Facilitating Transit-Oriented Development (TOD) in Southern California
(Ping Chang, SCAG Staff)

Attachment	15 mins.	10
Attachment	15 mins.	13
Attachment	20 mins.	15

TRANSPORTATION COMMITTEE

AGENDA

JANUARY 2, 2014

CONSENT CALENDAR

Page No.

Approval Item

- | | | |
|---|------------|----|
| 5. <u>Minutes of the November 7, 2013 Meeting</u> | Attachment | 25 |
|---|------------|----|

Receive and File

- | | | |
|--|------------|----|
| 6. <u>2014 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 29 |
| 7. <u>Comments on FTA Proposed Rulemaking for Transit Safety and Asset Management</u> | Attachment | 30 |
| 8. <u>Comments on FHWA's Interim Guidance on the Congestion Mitigation and Air Quality Improvement Program</u> | Attachment | 37 |
| 9. <u>California High-Speed Rail Authority (CHSRA) Update</u> | Attachment | 43 |
| 10. <u>Selection of SCAG Region Designated Recipients for FTA's Section 5310 Program</u> | Attachment | 45 |

CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

STAFF REPORT

(Akiko Yamagami, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next meeting of the TC is scheduled for Thursday, February 6, 2014, at the SCAG Los Angeles Office.

DATE: January 2, 2014

TO: Community, Economic, and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu; Director, Land Use and Environmental Planning; (213) 236-1838; liu@scag.ca.gov

SUBJECT: Memorandum of Understanding (MOU)/Joint Work Program with San Bernardino Associated Governments (SANBAG)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend that the Regional Council adopt a Memorandum of Understanding (MOU)/Joint Work Program with SANBAG for the implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

EXECUTIVE SUMMARY:

As a follow-up to the adoption of the 2012 RTP/SCS, SCAG has endeavored to develop agreements and joint work programs with each of the six County Transportation Commissions (CTCs) in the region. These agreements identify initiatives of mutual interest that further the policies of the plan. At this time, the SANBAG Board has approved an MOU/Joint Work Program in coordination with SCAG staff. SCAG staff is seeking approval from the Policy Committees of the attached MOU for the Regional Council's consideration on February 6, 2014.

STRATEGIC PLAN:

Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies: a. Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans

BACKGROUND:

The 2012 RTP/SCS was adopted on April 5, 2012. Since that time, SCAG has worked collaboratively with partner agencies, including the six (6) County Transportation Commissions in the region to advance and implement key policies and strategies in the Plan. This cooperative effort includes the development of agreements and joint work programs committing to initiatives of mutual interest, along with other activities such as the convening of an ongoing CEOs Sustainability Working Group.

SCAG's approach for the upcoming 2016 RTP/SCS will be to record progress made on implementation action, and identify next steps. As such, these focused follow-up efforts, along with other activities, are of critical importance for future planning.

SANBAG has developed an MOU/Joint Work Program, working in consultation with SCAG staff. The MOU was approved by SANBAG's Governing Board on November 6, 2013, and includes 16 identified activities, as listed in the attachment. These activities are sorted into three categories: 1) planning work; 2) coordination; and 3) advocacy.

REPORT

Highlights of the program include:

- Ongoing development and implementation of the Countywide Vision for sustainability
- The development of a Countywide Safe Routes to School Inventory
- Extensive study on development and access in key transit corridors
- Collaborative work in conservation and open-space identification and planning

The SANBAG MOU is the second such agreement between SCAG and a CTC subsequent to the adoption of the 2012 RTP/SCS. On October 4, 2012, the Regional Council approved a resolution and joint work program with Los Angeles County Metro. The Metro joint work program includes 11 activities, many of which have been completed. At this time, SCAG is continuing to work with staff from the remaining four (4) CTCs on developing draft programs for consideration.

To note, the agreement between SCAG and SANBAG commits the two agencies to cooperative action. Each activity notes which agency is to lead. The agreement does not transfer funding, and each activity listed is subject to funding availability - as has been the case with Metro, SCAG and SANBAG will share costs for the completion of the program as a whole. At this time, SCAG and SANBAG have worked together to identify funding for item #7 (Metrolink Corridor Study) and item #4 (conservation planning).

FISCAL IMPACT:

No direct fiscal impact associated with the recommended action. The item commits SCAG to joint work efforts with SANBAG subject to future separate and on-going budget development actions and/or agreements.

ATTACHMENT:

Proposed MOU and Joint Work Program, as approved by SANBAG

MEMORANDUM OF UNDERSTANDING NO. M-008-14-00

**BETWEEN THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
AND THE
SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)
CONCERNING COLLABORATION BETWEEN SANBAG AND SCAG TO IMPLEMENT
THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES
STRATEGY (RTP/SCS)**

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California's Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Nunez, Chapter 488, Statutes of 2006), commonly referred to as AB 32;

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012, the Southern California Association of Governments Regional Council unanimously approved the region's first RTP/SCS;

Whereas, the adopted RTP/SCS includes land-use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resources Board on June 4, 2012, accepted the SCAG Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with SANBAG, other County Transportation Commissions, and local governments from the six-county Southern California region through a bottom-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;

Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; recognizes a shift in development from single-family toward multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that: reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like SANBAG, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that SANBAG be engaged in the implementation of the RTP/SCS in order for the RTP/SCS's benefits to be realized, as well as to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program may be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, SANBAG submitted a letter to SCAG dated February 14, 2012, supporting approval of the RTP/SCS by the April 2012 deadline and has committed staff support in the implementation of the RTP/SCS;

Whereas, SANBAG has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: adopting the San Bernardino Countywide Vision (Countywide Vision), which includes multiple elements related to sustainability; investing in transit; preparation of the countywide Non-Motorized Transportation Plan; coordinating with local jurisdictions on land use strategies for transit corridors; participating in 14 local Compass Blueprint Projects since 2006; collaborating with the San Bernardino County Active Transportation Network; leading the effort to develop the San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan; programming federal funding for clean fuel buses; programming federal and State funding for bicycle infrastructure; advancing bicycle policies; supporting applications for sustainability grant programs; implementing the San Bernardino County HERO (Home Energy and Renovation Opportunity) program and joint Solar Power Purchase Agreement program; developing countywide public health framework; applying state and federal grants in partnership with a private fleet to deploy a clean fuel truck fleet; and adopting policies that reduce the agency's environmental footprint as well as promote

cleaner air, GHG reduction, healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, SANBAG will continue to implement the Countywide Vision in partnership with local jurisdictions and stakeholder groups. Five Vision Elements are pertinent to sustainability in varying degrees: the Environment, Housing, Infrastructure, Quality of Life and Wellness Elements. Although the Vision will not contain a stand-alone sustainability policy, sustainability principles will be integrated within the elements listed above. In addition, individual jurisdictions incorporate sustainability planning policies into their General Plans. The further development and sharing of this information will continue to occur through regular meetings of the SANBAG Planning/Community Development Directors and SANBAG policy committees;

Whereas, implementation of the Countywide Vision, in conjunction with the implementation of the RTP/SCS, will advance SANBAG's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to SANBAG's member agencies and constituents; and

Whereas, SANBAG and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the Countywide Vision and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the San Bernardino Associated Governments that the Executive Director is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the **RTP/SCS Joint-Work Program:**

PLANNING WORK/PRODUCTS

(1) Continue SANBAG's leadership role in the development and implementation of the San Bernardino Countywide Vision. The SANBAG role is to facilitate several of the Vision Elements and to serve as a convener of leadership and ideas for moving the county forward with Countywide Vision implementation. The Vision effort includes groups working in the following subject areas: education, environment, housing, jobs/economy, public safety, water, and wellness. SANBAG will be involved in all elements to link these subject specific groups to the elected leadership and policy makers from every city. SANBAG will also be the lead on the environment and jobs/economy groups.

(2) Initiate implementation of the recommendations in the Final Report entitled "Improvement to Transit Access for Cyclists and Pedestrians" to "extend" the station areas and expand the reach of transit in transit catchment areas and at transit stops in the Metrolink and E Street sbX corridors. The report documents processes, guidelines, and specific improvements that serve as a resource for local governments seeking to partner with the SANBAG, Omnitrans, and SCAG on bicycle/pedestrian improvements in

high-capacity transit station catchment areas. Additional funding will be sought to advance implementation of these improvements. Opportunities to optimize access through programmatic, technology and/or marketing solutions in the transit catchment areas will also be explored.

(3) Develop a Countywide Safe Routes to School Inventory to help local communities identify SRTS needs and to prioritize the most cost-effective and competitive projects. The Inventory will: document current SRTS efforts and needs; coordinate with agencies, organizations, and stakeholders for exchange of information and ideas; and identify options for pursuing additional funding sources to increase SRTS investment in San Bernardino County.

(4) Support SCAG in developing a Conservation Planning Policy, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already-established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and will offer GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS. SANBAG will coordinate with SCAG on the development of policies appropriate for San Bernardino County in conjunction with proposals for more comprehensive habitat preservation/conservation approaches undertaken within the Environment Element of the Countywide Vision.

(5) Explore opportunities, together with SCAG, to expedite Active Transportation funding planned in the RTP/SCS for local infrastructure to support the operation and expansion of the rail and Express Bus/Bus Rapid Transit systems and for improved bicycle/pedestrian connectivity county-wide. SANBAG will complete a bicycle system "Gap-closure Analysis" in conjunction with local jurisdictions, and will amend the San Bernardino County Non-Motorized Transportation Plan (NMTP) accordingly. SANBAG will develop a funding strategy for specific Active Transportation priority projects in the NMTP and identify specific funding opportunities for each project, such as grant applications, calls for projects, and allocation of Federal, State, and local formula funds, as appropriate. This will include pursuing funding for improvements identified in the study "Improvement to Transit Access for Cyclists and Pedestrians". A mobile bicycle map application will also be developed under the SCAG Sustainability Grant program, as funding becomes available.

(6) Support SCAG in conducting a High Quality Transit Area Study to review possible incentive programs that could be offered by SANBAG and SCAG to help realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and provide recommendations for program modifications. The study will be initiated when additional SCAG funding or staff resources become available.

(7) Conduct the study “**Creating a Vision and Implementation Strategy for Sustainability in the San Bernardino Metrolink Corridor**” under the Caltrans Statewide or Urban Transportation Planning Grant program. The purpose of the effort is to provide focus on the corridor in San Bernardino County with the greatest near-term opportunities for transit-oriented development. The study will identify ways to overcome barriers to further TOD implementation in Metrolink station areas and will identify investment needs for additional transit infrastructure to stimulate the additional TOD planned for in the RTP/SCS.

(8) Continue collaborative efforts to improve **Performance Measurement and Monitoring** of the benefits and co-benefits (health, greenhouse gas reduction, etc.) of transportation projects and plans through efforts such as: monitoring of travel time on major highways through upgrades to the Congestion Management Program (CMP); monitoring of transit performance; collection of bicycle use data through the bicycle data clearinghouse; monitoring of milestones for the Countywide Vision; continuation of the San Bernardino County Community Indicators Reports, and preparation of the San Bernardino County Community Vital Signs Report.

(9) Support the SCAG RTP/SCS through the coordinated development of complete streets policies and implementable strategies by identifying the following: achievable opportunities for deployment of complete streets strategies in a way that recognizes the diversity of urban and rural contexts in San Bernardino County; principles for integration of “complete streets thinking” into arterial network and land use planning within the County; specific locations that could serve as opportunities for low cost “early action” complete streets projects; possible incentives for the planning and development of complete streets projects in the County.

ADVOCACY

(10) Seek funding and support legislative initiatives to assist local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the direction of the Countywide Vision and transit-oriented development (TOD).

(11) Pursue grant funding to incentivize additional freight vehicle conversion to clean energy sources and to support the installation of associated fueling stations, similar to the Ryder fleet conversion previously sponsored by SANBAG. SANBAG will track advancements in technology in the clean fuels arena and will work with public and private sector partners to marry funding opportunities with cost-effective fleet conversion opportunities.

(12) Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS. Progress on these items shall be reported to the SANBAG General Policy Committee, or other appropriate ad hoc committee, and SCAG's Energy and Environment Committee on a quarterly basis starting January 2014. An interim report on the RTP/SCS Joint-Work Program shall be prepared by January 2015 and include recommendations to the SANBAG Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.

COORDINATION

(13) Appoint a representative to the **Regional Sustainability Working Group**, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in the upcoming 2016-2040 RTP/SCS.

(14) Continue SANBAG's involvement in the San Bernardino Active Transportation Network (Network). The Network is a convening of county agencies, community organizations, residents and cities interested in improving the experience of and increasing facilities for walking and bicycling in San Bernardino County. In addition to SANBAG, some of the stakeholders include Omnitrans, San Bernardino County Public Health Department, Safe Routes to School (SRTS) National Partnership, American Lung Association and Inland Empire Bicycle Alliance. The Network aims to: expand on the region's multi-modal planning efforts, especially for bicyclists and pedestrians; improve safety and accessibility for bicyclists and pedestrians; assist in the county implementation of the RTP/SCS; and further improve the quality of life in the county, including economic development, air quality, public health and connectivity. It is also intended to create a space for cities, agencies, organizations and communities to collaborate, educate and impact local and regional policies as partners.

(15) Continue to support SCAG and collaborate with regional stakeholders on the Regional Plug-In Electric Vehicle (PEV) Readiness Plan, to identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability while promoting economic development within the green technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include a Regional PEV Readiness Plan and two model Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.

(16) Support local jurisdictions in developing Climate Action Plans (CAPs) that would serve as the local implementation and monitoring documents for the reduction of greenhouse gases in response to Assembly Bill 32, the Global Warming Solutions Act of 2006. SANBAG will collaborate with local jurisdictions to develop templates jurisdictions may use as starting points for incorporation of specific schedule, funding, and implementation action items into their CAPs. SANBAG is nearing completion on a 21-city partnership effort to develop a Regional Greenhouse Gas Emissions Inventory and Reduction Plan and its associated Environmental Impact Report. The Plan and EIR will be used as the foundation for the local jurisdictions' CAPs.

Be it further resolved by the Regional Council of the Southern California Association of Governments that its Executive Director or his designee is authorized to lead the work effort of Items No. 4 (Conservation Planning Policy), No. 6 (High Quality Transit Area Study), No. 9 (Complete Streets policies and implementation strategies) and No. 15 (PEV Readiness Plan) of the above-referenced RTP/SCS Joint Work Program, and to work cooperatively with SANBAG on all other remaining Items as appropriate.

This Memorandum of Understanding (MOU) No. 13-____ is executed by duly authorized representatives of SANBAG and SCAG to memorialize the partnership of the two agencies in the RTP/SCS Joint Work Program, and shall be effective as of the last date signed below by the parties. This MOU may be amended only by the execution of the parties of a written amendment.

San Bernardino Associated Governments (SANBAG)

Bill Jahn
President

Date: _____

Southern California Association of Governments (SCAG)

Greg Pettis
President
Councilmember, Cathedral City

Date: _____

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DATE: January 2, 2014

TO: Transportation Committee (TC)

FROM: Annie Nam; Manager of Transportation Finance & Goods Movement; nam@scag.ca.gov; (213) 236-1827

SUBJECT: Update on State and Federal Freight Activities: The California Freight Advisory Committee Recent U.S. DOT Release of the Draft Primary Freight Network and Findings on the Impacts of the Panama Canal

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required

EXECUTIVE SUMMARY:

This is an update on federal and state freight planning initiatives; the implementation of MAP-21; and the SCAG region's coordination efforts.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Draft Primary Freight Network

The Moving Ahead for Progress in the 21st Century Act (MAP-21) includes a number of provisions to improve the condition and performance of the national freight network. This includes the development of a National Freight Strategic Plan (NFSP) in consultation with states and other stakeholders, as well as the establishment of a national freight network (NFN). On November 19, 2013, the Federal Highway Administration (FHWA) released the draft Primary Freight Network (PFN) as part of the NFN designation and solicited comments from stakeholders. SCAG staff will provide an overview of the draft PFN designation and implications for the SCAG region (attachment).

National Freight Advisory Committee

Additionally, the National Freight Advisory Committee (NFAC) was established to provide information, advice, and recommendations to the U.S. Secretary of Transportation on the implementation of the freight provisions of MAP-21, including the development of the National Freight Strategic Plan. California's representatives on the NFAC include: Bonnie Lowenthal, California State Assembly Member; Fran Inman, Senior Vice President, Majestic Realty Co. and Member, California Transportation Commission; Kristin Decas, CEO & Port Director, Port of Hueneme, California; Genevieve Giuliano, Professor, Director, & Senior Associate Dean, University of Southern California Sol Price School of Public Policy; and Randell Iwasaki, Executive Director, Contra Costa Transportation Authority.

To date, the NFAC has convened two (2) full committee meetings and has established six (6) subcommittees:

1. Conditions, Performance, and Data (CPD)
2. Safety, Security, and Environment (SSE)
3. Project Delivery and Operations (PDO)
4. Research, Innovation, and Technology (RIT)
5. International Freight Strategies and Operations (IFSO)
6. First and Last Mile (FLM)

Out of California's five (5) representatives, three (3) are serving as Co-Chairs of the subcommittees. Bonnie Lowenthal is Co-Chair of the Safety, Security, and Environment Subcommittee; Fran Inman is Co-Chair of the Project Delivery and Operations Subcommittee; and Randell Iwasaki is Co-Chair of the Research, Innovation, and Technology Subcommittee.

By October 1, 2015, the U.S. Department of Transportation (DOT) will develop the National Freight Strategic Plan (a draft in late 2014) and provide an update every five (5) years thereafter. They will be reviewing the recommendations from the NFAC for incorporation into the National Freight Strategic Plan.

California Freight Advisory Committee

Concurrently, the California Department of Transportation (Caltrans) is developing the California Freight Mobility Plan (CFMP). Caltrans, in collaboration with the California Transportation Agency (CalSTA), established the California Freight Advisory Committee (CFAC) in response to guidance provided in MAP-21. The CFAC meets quarterly to participate in the development of the CFMP. SCAG is a member of the CFAC. SCAG staff has been coordinating with Caltrans and regional partner agencies in assisting with the development of the statewide freight plan, the CFMP. The CFMP is due on or before December 31, 2014, and every five (5) years thereafter. SCAG staff will provide an update of CFAC and the statewide freight plan development efforts.

U.S. Department of Transportation Releases Study on Impacts of Panama Canal Expansion

Additionally, the U.S. Department of Transportation's Maritime Administration (MARAD) released a study on shipping patterns and industry costs, intended to assess the impacts on U.S. ports, waterways and intermodal freight systems from the Panama Canal expansion. The expansion of the Panama Canal, scheduled for completion in 2015, will give much larger vessels, called "Post Panamax" vessels, greater access to the U.S. ports on the East and Gulf coasts. Staff will provide a brief overview of the study findings.

FISCAL IMPACT:

Work associated with this item is included in the current FY2013-14 Overall Work Program under 11-130.SCG00162

ATTACHMENT:

Map of Draft Primary Freight Network for the SCAG region

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DATE: January 2, 2014

TO: Transportation Committee (TC)

FROM: Sarah Jepson, Manager, 213-236-1955, jepson@scag.ca.gov

SUBJECT: Transportation Alternative Program Update - State's Preliminary Draft Active Transportation Program Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The California Transportation Commission (CTC) released the Preliminary Draft Active Transportation Program (ATP) Guidelines that describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP. The ATP is funded from various federal and state funds, including 100% of the federal Transportation Alternative Program (TAP) funds. The CTC adopted fund estimate for the 2014 Active Transportation Program is approximately \$124.2 million, which is divided between the state and regions. The SCAG region share of the total funding is approximately \$25 million. SCAG staff collaborated with the county transportation commissions in the SCAG region on a joint-comment letter and participated in CTC Working Group meetings to provide input of the Preliminary Draft Guidelines. This report summarizes the Preliminary Draft Guidelines. A copy of the joint-comment letter will be distributed at the January 2, 2014 TC meeting.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization *Moving Ahead for Progress in the 21st Century* (MAP-21). The CTC released the Preliminary Draft Active Transportation Program Guidelines as an attachment to a staff report prepared for the December 11, 2013 CTC Meeting (www.dot.ca.gov/hq/transprog/ctcbooks/2013/1213/24_4.15.pdf). During the meeting, the CTC also adopted the 2014 Active Transportation Program Fund Estimate, which divides approximately \$124.2 million for active transportation projects between the state and regions, subject to the guidelines. The SCAG region share of the total funding is approximately \$25 million. The Preliminary Draft Guidelines are being revised based on additional feedback provided by the ATP Working Group and other stakeholders. Public hearings are scheduled for January 22 and 29, 2014. The CTC is expected to adopt the final guidelines for the program on March 20, 2014.

REPORT

The Preliminary Draft Guidelines are the result of a series of five (5) meetings held with stakeholders throughout the state. SCAG staff participated in each of these meetings. In summary, the guidelines propose the following:

- Pursuant to state law, the majority of ATP funds (60%) will be awarded by the CTC through a statewide competition, with ten percent set-aside for small urban and rural regions. The remaining 40 percent will be awarded by the large MPOs through regional competitive processes in accordance with the adopted guidelines.
- Senate Bill 99 has specific requirements related to the funds apportioned to SCAG, including directing SCAG to obtain concurrence from the county transportation commissions.
- 25% of both the statewide and regional funds must be awarded to disadvantaged communities.
- The statewide and regional competitions will be held sequentially, with the statewide competition initiated first. Projects not selected for programming in the statewide competition shall be considered in the regional competitions.
- Large MPOs, like SCAG, with CTC approval, may adopt separate guidelines for their regional competitions. MPO guidelines may differ from the overall program guidelines in the following ways: different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantage communities.
- The proposed schedule includes:
 - March 21: Statewide Competition Call for Projects
 - May 21: Project applications to Commission
 - May 21: Large MPO guidelines to Commission (optional)
 - June 25: Commission approves or rejects MPO guidelines
 - August 20: Commission adopts program of projects for statewide and rural/small area competitions
 - September 30: Deadline for MPO project programming recommendations to the Commission
 - November: Commission programming of MPO selected projects

At the time this staff report was written, SCAG staff was in the process of developing with the commissions a joint-comment letter regarding the draft Guidelines to meet the December 31 deadline. A copy of the final joint-comment letter will be distributed at the January 2, 2014 TC meeting. The comments are intended to increase the competitiveness of Southern California agencies for statewide funds; reduce administrative burden for SCAG and project sponsors; provide greatest possible flexibility for implementation of the regional competitions; ensure timelines are feasible; and support the state and region in demonstrating progress in advance of MAP-21 Reauthorization to preserve TAP funding.

SCAG will continue to provide input on the guidelines through the public hearing process and will coordinate ongoing meetings with the county transportation commissions to bring forward recommendations on how to best implement the guidelines and regional competitive process.

FISCAL IMPACT:

Funding for SCAG staff's work on the matter is included in OWP FY 2013-14 050-0169A.01.

ATTACHMENT:

None

DATE: January 2, 2014

TO: Transportation Committee (TC)

FROM: Ping Chang; Program Manager; chang@scag.ca.gov; (213) 236-1839

SUBJECT: SB 743: Facilitating Transit-Oriented Development in Southern California

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

At the November 7, 2013 meeting, TC requested this item to be brought back for discussion due to lack of time. As reported at the September 12, 2013 Regional Council (RC) meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Since that time, staff has prepared additional analysis as to the impacts to the SCAG region. Specifically, SB 743 applies to certain types of projects within transit priority areas that could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft due by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. While SB 743's primary objective is to provide judicial streamlining under CEQA for the proposed Sacramento Kings' sports center, the final bill includes some important statewide CEQA exemption and streamlining provisions for transit-oriented development projects. This report focuses on the statewide provisions portion of the bill and their implications for the SCAG region. It will also compare SB 743 (Steinberg) and SB 375 (Steinberg) in CEQA streamlining provisions as applicable. It is important to note that SB 743 provides additional opportunities for CEQA streamlining beyond what is already contained in SB 375.

Definition and Characteristics of Transit Priority Areas within the SCAG Region

SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e., Transit Priority Areas (TPAs). A “TPA” is defined as an area within one-half mile of a major transit stop that is either existing or planned. (A “major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) For a planned major transit stop, it needs to be scheduled for completion within the planning horizon included in a Transportation Improvement Program for an adopted State Transportation Improvement Program (STIP) or Regional Transportation Plan (RTP). A TPA is a subset of the High Quality Transit Area in the 2012 RTP/SCS excluding the one-half mile buffer area along the high quality transit corridors (which are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

Within the SCAG region, an estimated 29% of the total population and 41% of the total employment in 2012 were within TPAs located in five of the six counties (see Table 1 below). Imperial County does not contain TPAs. Due to the extensive Metro-rail system and high quality bus network in Los Angeles County, 44% of the county’s population and 58% of the county’s employment are within TPAs.

Table 1: Estimated Population and Employment Share within Transit Priority Areas

	Existing (2012)	
County	Population*	Employment*
Los Angeles	44%	58%
Orange	19%	26%
Riverside	3%	11%
San Bernardino	8%	16%
Ventura	6%	13%
SCAG Region	29%	41%

*Share of the county or region total

The attachment includes draft regional and county maps of TPAs based on the existing (2012) major transit stops. With implementation of the 2012 RTP/SCS, SCAG staff’s initial estimate indicates an approximate two-percentage point increase of the share of the region’s population (31%) and employment (43%) respectively that will be located in the TPAs by 2035.

CEQA Exemption Opportunities within Transit Priority Areas

For projects proposed within a TPA, SB 743 provides full CEQA exemption opportunities if a project meets the following three conditions (unless there are substantial changes in the project(s) in the specific plan referred below or specific plan itself or the circumstances or new material information triggering additional environmental review):

- The project needs to be residential, mixed-use development or the defined employment center (i.e., zoned for commercial use with a floor area ratio of 0.75 or higher);
- The project will implement and is consistent with a specific plan for which an environmental impact report has been certified; and
- The project is consistent with the general use designation, density, building intensity and applicable policies specified for the project area in either an adopted MPO regional sustainable communities strategy or alternative planning strategy, which has been accepted by the State Air Resources Board.

Prior to SB 743, projects within a TPA had to meet specific requirements on project density and use requirements for residential and mix-use residential projects per SB 375. SB 743 expands the project type to also include an employment center. In addition, SB 743 elevates the significance of specific plans which are very detailed plans implementing a general plan's broader goals and policies in a specific location and often for specific uses. SCAG staff has begun to collect information about specific plans in the region.

Other CEQA Streamlining Opportunities within Transit Opportunity Areas

While infill development provides multiple regional benefits (e.g., improve region-wide congestion and air quality), they may exacerbate the already congested local roadways. Current CEQA requirements rely on levels of service (LOS) methodology to analyze transportation impacts. SB 743 provides a rationale for the need of a new CEQA methodology for transportation impact analysis for which the current practice is auto centric. SB 743 also establishes the principles of the new methodology which should appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG. These principles are consistent with the goals and policies of SCAG's 2012 RTP/SCS.

While SB 743 does not include the substantive specifics of the new methodology, it directs OPR to establish criteria for determining the significance of transportation impacts of projects within TPAs, using alternative metrics for traffic level of service. The criteria shall promote the reduction of greenhouse gas emissions; the development of multimodal transportation networks; and a diversity of land uses. OPR may also establish alternative metrics to the metrics used for traffic LOS for transportation impacts outside TPAs, and the alternative metrics may retain traffic LOS, where deemed appropriate by OPR. Finally, OPR is required to circulate draft provisions by July 1, 2014. In addition, aesthetic and parking impacts of infill projects (residential, mixed-use residential, or employment center) within a TPA shall not be considered significant impacts on the environment.

Finally, it is noted that the streamlining provisions do not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impacts associated with transportation. Furthermore, SB 743 does not preclude the application of local police power or other authority through, for example, local general plan policies and zoning codes.

Congestion Management Plan Relief Opportunities within the Infill Opportunity Zone

SB 743 redefines Infill Opportunity Zone to align with SB 375. Specifically, the infill opportunity zone will include the TPA plus the half-mile buffer of high quality transit corridors. This new definition of infill opportunity zone is also the same as the definition of High Quality Transit Area in the SCAG 2012 RTP/SCS.

SB 743 allows the re-designation of Infill Opportunity Zone by local jurisdiction (city, county, or both). It repeals the previous termination of an Infill Opportunity Zone designation if no development project is completed within that zone within four years from the date of the designation. Local jurisdictions may initiate the designation by adopting a resolution after making a conformity determination with SB 743's Infill Opportunity Zone definition.

With the redefined infill opportunity zone, SB 743 also extends a provision to exempt streets and highways in an infill opportunity zone from the LOS standards, and instead requires alternate level of service standards to be applied. This will make it easier for cities and counties to develop areas within the infill opportunity zone, even if there is an impact on LOS.

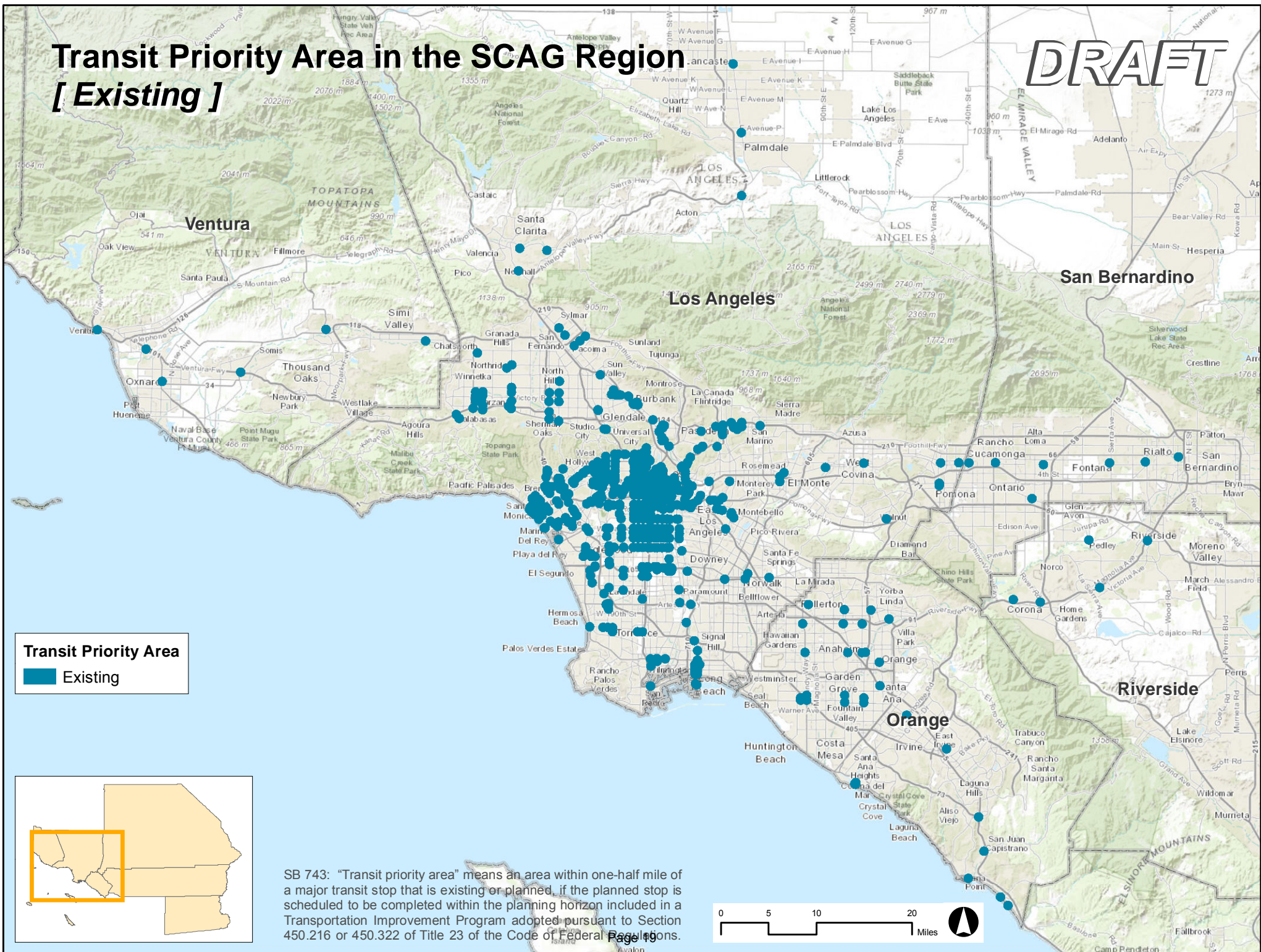
FISCAL IMPACT: Staff activities related to the implementation of SB 743 is included in FY 2013-14 Overall Work Program under 080.SCG153.06.

ATTACHMENTS:

Draft Regional and County Maps of Existing (2012) Transit Priority Areas in the SCAG region pursuant to SB 743

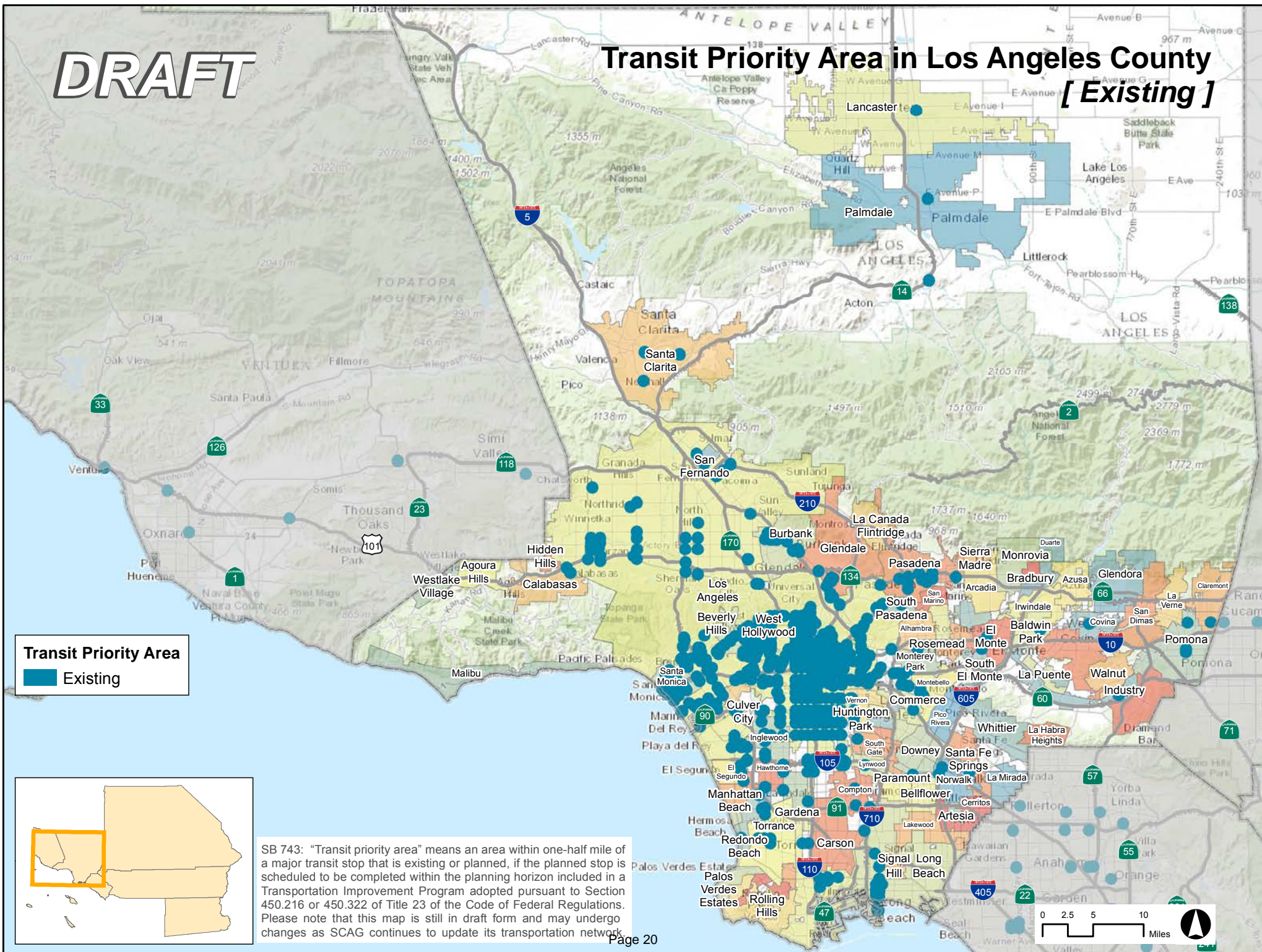
Transit Priority Area in the SCAG Region [Existing]

DRAFT



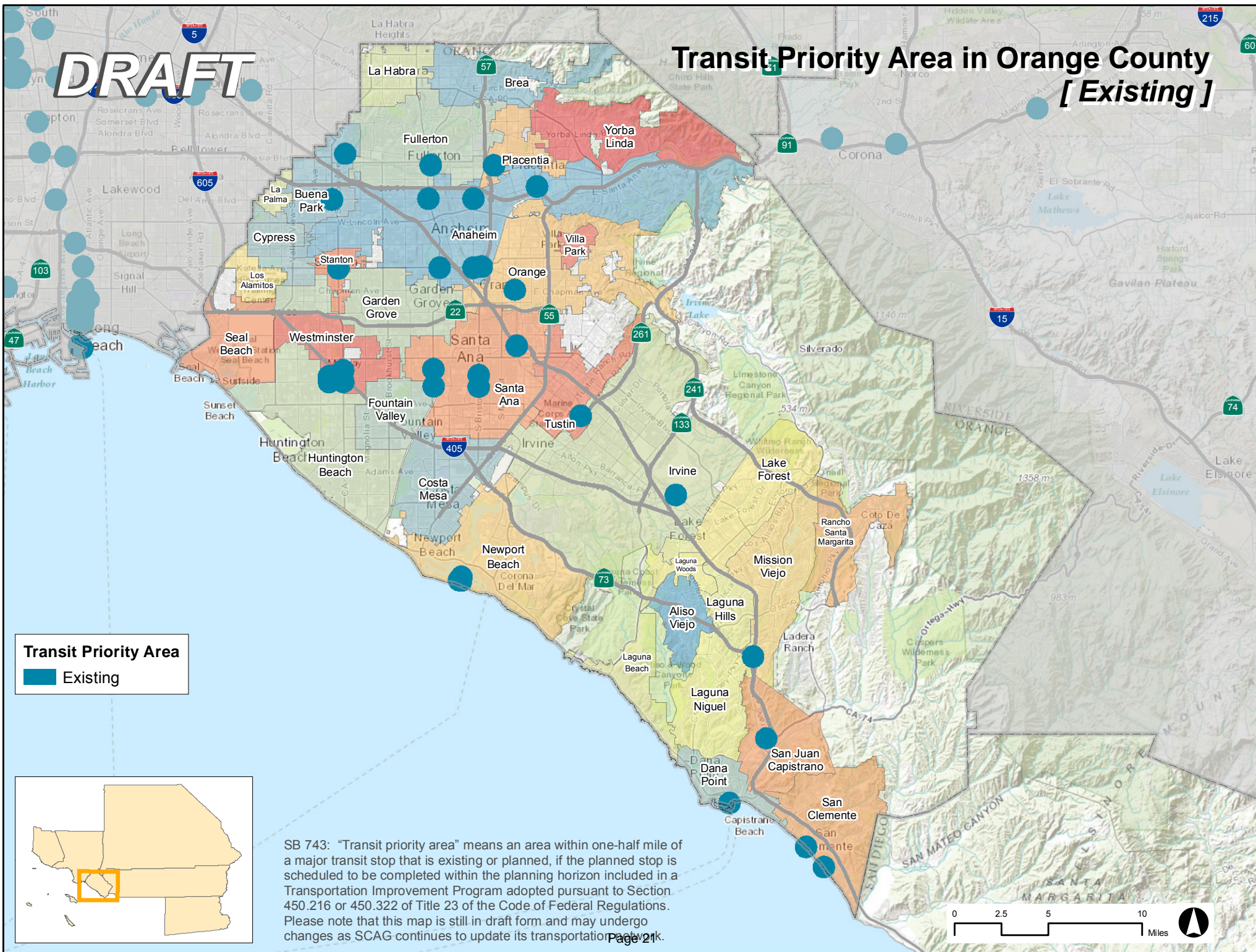
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Transit Priority Area in Los Angeles County [Existing]



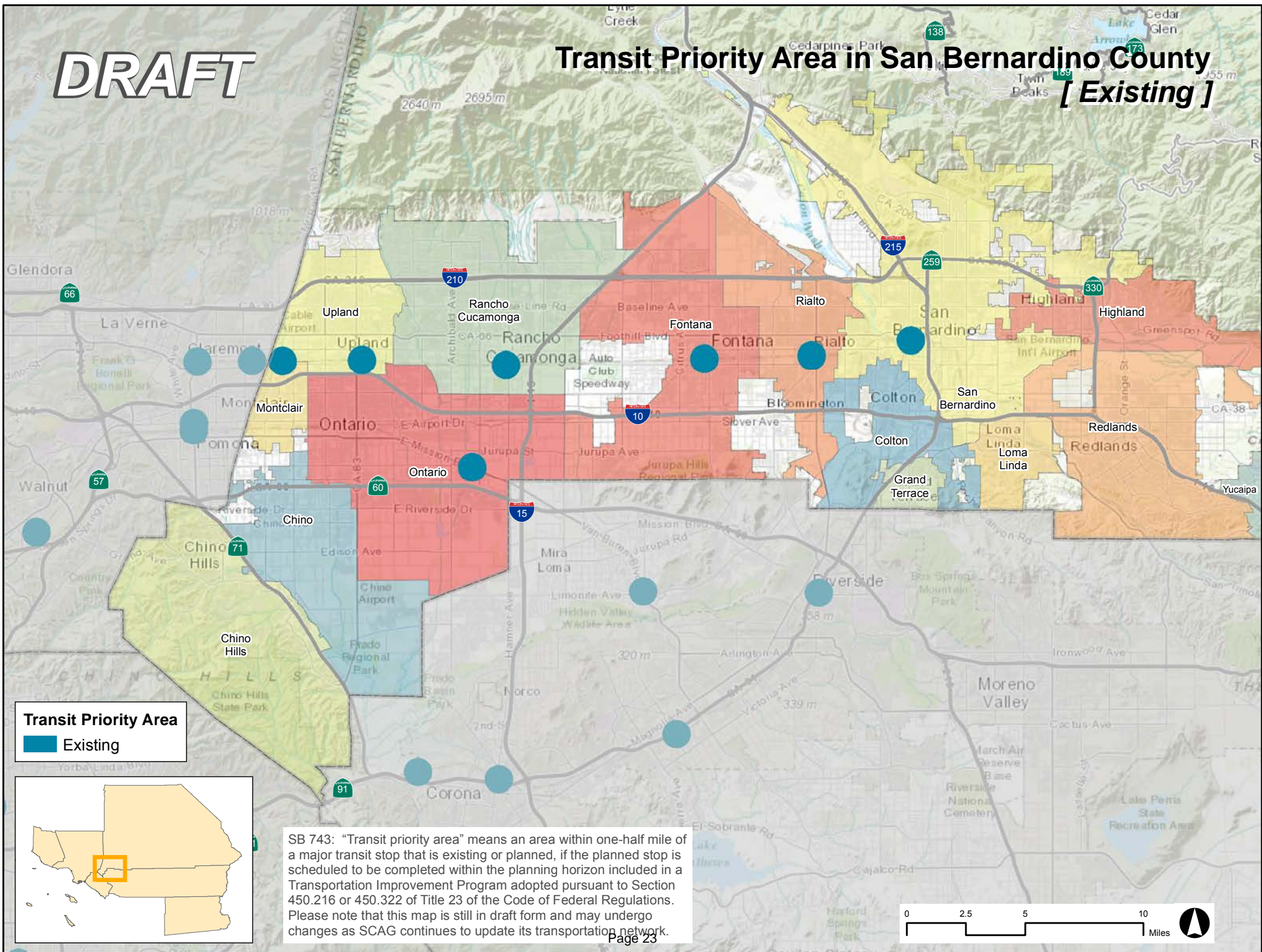
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Transit Priority Area in Orange County [Existing]



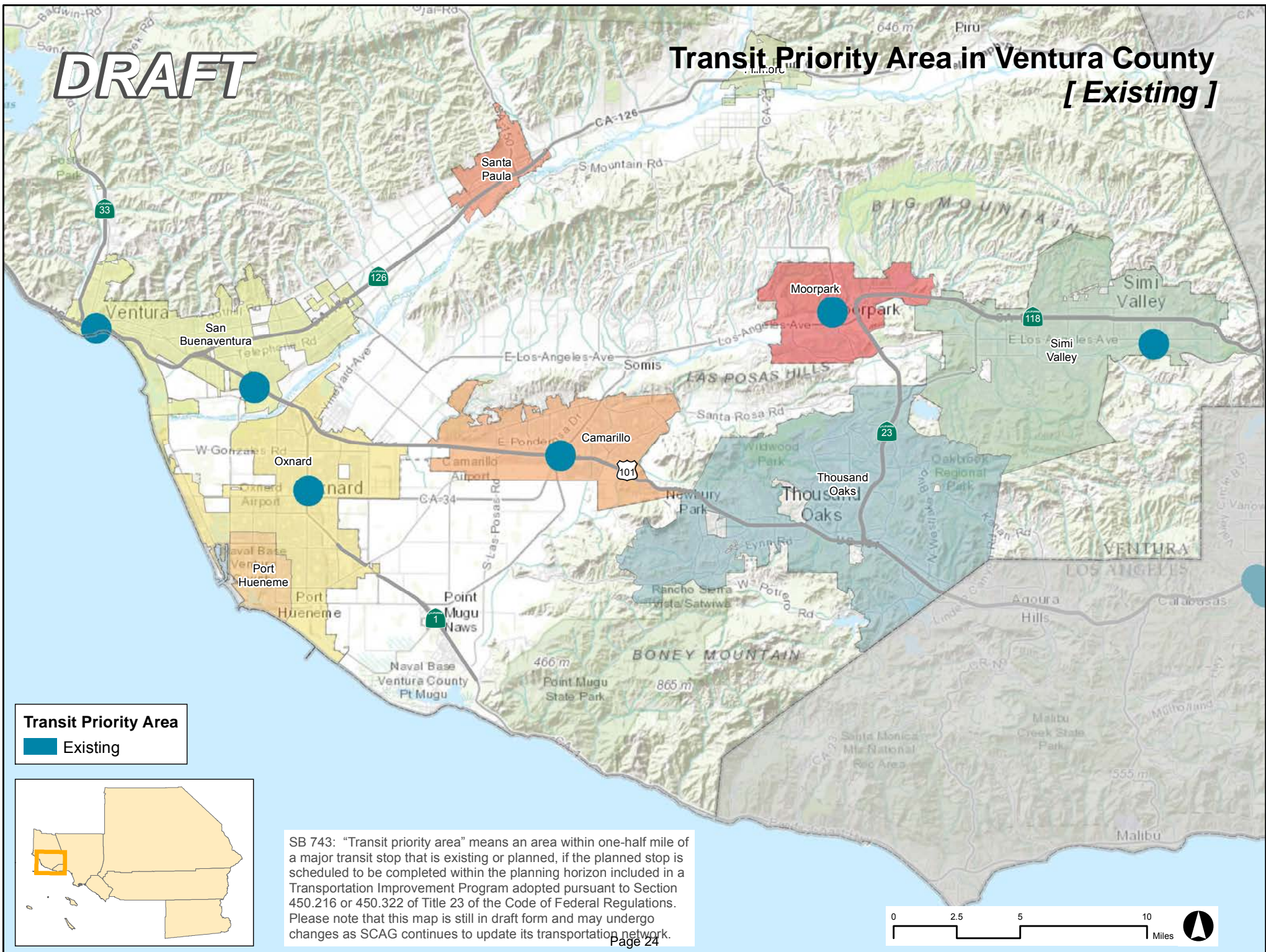
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Transit Priority Area in San Bernardino County [Existing]



DRAFT

Transit Priority Area in Ventura County [Existing]



Transportation Committee
of the
Southern California Association of Governments
November 7, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Moorpark. A quorum was present.

Members Present:

Hon. John Addleman, Rolling Hills Estates	SBCCOG
Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	District 4
Hon. Roy Francis, La Habra Heights	District 31
Hon. Mario Guerra, Downey	District 25
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Bill Hodge, Calexico	ICTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark (<i>Chair</i>)	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Brett Murdock, Brea	District 22
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ron Roberts, Temecula	District 5
Hon. Adam Rush, Eastvale	RCTC
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Tim Spohn, City of Industry	SGVCOG

Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Don Voss, La Cañada-Flintridge	District 36
Hon. Alan Wapner, City of Ontario (<i>Vice-Chair</i>)	SANBAG
Mr. Aziz Elattar	Caltrans District 7

Members Not Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Catalina Chacon	Pechanga Band of Luiseño Indians
Hon. Paul Eaton, Montclair	District 9
Hon. Jose Huizar, Los Angeles	District 61
Hon. Randon Lane, Murrieta	Murrieta
Hon. James C. Ledford	Palmdale
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Jim Morton, Lynwood	District 26
Hon. Kris Murray, Anaheim	District 19
Hon. Steven Neal, Long Beach	District 29
Hon. Gary Ovitt	San Bernardino County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Mark Rutherford, Westlake Village	District 44
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Karen Spiegel, Corona	District 63
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	District 42

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Keith Millhouse, Moorpark, called the meeting to order at 10:06 a.m. Hon. Tom LaBonge led the Pledge of Allegiance. Hon. Keith Millhouse announced new committee members Hon. Catalina Chacon from Pechanga Band of Luiseño Indians and Hon. Adam Rush representing Riverside County Transportation Commission.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

Hon. Trish Kelley, Mission Viejo, asked that Agenda Item No. 9 (SB 743, Transit-Oriented Development), be continued and discussed at the January 2014 meeting.

CONSENT CALENDAR

Approval Item

1. Minutes of the October 3, 2013 Meeting

A MOTION was made (Kelley) to approve the Consent Calendar. The MOTION was seconded (Hack) and UNANIMOUSLY APPROVED. Motion passed.

INFORMATION/DISCUSSION ITEMS

2. California High-Speed Rail Authority (CHSRA)

Michelle Boehm, Southern California Regional Director, California High-Speed Rail Authority, provided an update on HSR developments. Ms. Boehm stated that a construction contract has been awarded for the Initial Operating Section which starts with construction of a 29-mile section from Madera to Fresno. Additional construction includes a 114-mile segment from Fresno to Bakersfield and an 85-mile segment from Bakersfield to Palmdale. Further construction will extend the system to Los Angeles and Anaheim.

Hon. Shawn Nelson, Orange County, asked if sources of funding have been identified for the estimated \$8 billion needed to complete the Bakersfield to Palmdale section. Ms. Boehm stated that potential future funding sources include a Railroad Rehabilitation & Improvement Financing (RRIF) loan, cap-and-trade funds and possible private sector investment.

CHAIR'S REPORT

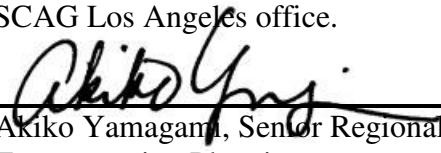
Hon. Keith Millhouse reminded the committee that the 4th Annual Economic Summit is scheduled for Thursday, December 5, 2013, 9:00 a.m. at the Omni Los Angeles Hotel at California Plaza. All Committee members are invited to attend.

STAFF REPORT

No staff report was given.

ADJOURNMENT

The meeting adjourned at 10:43 a.m. The next meeting of the Transportation Committee will be held Thursday, January 2, 2014 at the SCAG Los Angeles office.



Akiko Yamagami, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2013

		X = County Represented							X = Attended				= No Meeting		NM = New Member						
	Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec	
1	Addleman, John	Rolling Hills Estates		X					X		X	X		NM			X	X	X		
2	Antonovich, Michael*	Los Angeles County		X					X		X	X				X		X	X		
3	Barrows, Bruce*	Cerritos		X					X		X	X		X		X	X	X	X		
4	Becerra, Glen*	Simi Valley		X						X	X	X		X		X		X			
5	Betts, Russell	CVAG				X			X	X	X	X		X		X	X	X	X		
6	Brown, Art	Buena Park			X				NM	X	X			X		X		X	X		
7	Chacon, Catalina	Pechanga Luiseño Indians																	NM		
8	Daniels, Gene*	Paramount		X					X	X	X	X		X		X	X	X	X		
9	DeGrandpre, Jeff	Eastvale				X			NM	X	X	X		X		X	X	X	X		
10	Eaton, Paul*	Montclair		X								X						X			
11	Elattar, Aziz	Caltrans - District 7									X	X		X		X			X		
12	Francis, Roy	La Habra Heights		X								NM		X		X		X	X		
13	Guerra, Mario	Downey		X							X					X	X		X		
14	Hack, Bert	Laguna Woods			X				X	X	X	X		X		X		X	X		
15	Harper, Matthew*	Huntington Beach			X				X		X	X		X			X	X	X		
16	Herrera, Carol*	Diamond Bar		X					X	X	X			X		X		X	X		
17	Hodge, Bill	Clexico, ICTC	X							X	X	X		X		X			X		
18	Huizar, Jose*	Los Angeles		X																	
19	Hyatt, Jim	Calimesa				X			X	X	X	X		X		X	X	X	X		
20	Kelley, Trish	Mission Viejo			X				X	X				X		X	X	X	X		
21	Lane, Randon	Murrieta				x			NM	X	X	X		X				X			
22	Ledford, James C.	Palmdale/No. LA County		X							X										
23	Martinez, Michele*	Santa Ana			X				X	X	X	X		X		X	X		X		
24	Masiel, Andrew	Pechanga Luiseño Indians															NM	X			
25	McDonald, Brian	Chemehuevi Indian Tribe					X														
26	McEachron, Ryan	Victorville					X		X	X	X	X		X			X		X		
27	McLean, Marsha*	Santa Clarita		X					X	X	X	X		X		X	X	X	X		
28	Medina, Dan*	Gardena		X								X		X		X	X	X	X		
29	Messina, Barbara*	Alhambra		X					X	X	X	X		X		X	X	X	X		
30	Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X				X	X	X	X		
31	Mills, Leroy*	Cypress			X				X	X	X	X		X		X		X	X		
32	Morton, Jim	Lynwood		X						X	X	X		X		X	X	X			
33	Murdock, Brett	Brea			X				X	X	X	X		X		X	X	X	X		
34	Murray, Kris	Anaheim			X					NM		X				X	X				
35	Neal, Steven*	Long Beach		X					X		X	X				X	X	X			
36	Nelson, Shawn*	Orange County			X											X		X	X		
37	O'Connor, Pam*	Santa Monica		X					X	X	X			X		X	X		X		
38	O'Leary, Micheál	Culver City/WCCOG		X					X	X	X			X		X	X		X		
39	Ovitt, Gary*	San Bernardino County					X		X	X		X		X		X		X			
40	Parks, Bernard*	Los Angeles		X																	
41	Parks, Linda	Ventura County						X	NM	X	X			X		X	X		X		
42	Pettis, Gregory*	Cathedral City				X			X	X	X	X		X		X	X	X	X		
43	Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X		X		X	X	X	X		
44	Roberts, Ron*	Temecula				X			X	X	X	X				X	X			X	
45	Rush, Adam	Eastvale																	NM		
46	Rutherford, Mark	Westlake Village		X					X					X				X			
47	Sandoval, Damon	Morongo Band of Mission Indians				X															
48	Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X	X	X		X		X			X		
49	Spiegel, Karen	Corona/WRCOG				X			X	X	X	X				X	X	X			
50	Spohn, Tim	Industry/SGVCOG		X					X	X	X	X		X		X	X	X	X		
51	Stanton, Barb	Apple Valley					X							NM		X	X	X			
52	Stone, Jeff*	Riverside				X			X	X		X		X		X	X	X			
53	Talamantes, Jess	Burbank/SFVCOG		X						X		X		X				X			
54	Tercero, Brent	Pico Rivera		X										NM		X	X		X		
55	Voss, Don*	La Cañada Flintridge		X					X	X	X	X		X		X	X	X	X		
56	Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X			X		X	X	X	X		
		Totals	1	26	9	9	5	2													
	* Regional Council Member																				



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Greg Pettis, Cathedral City

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Carl Morehouse, San Buenaventura

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Committee Chair**

Greg Pettis, Cathedral City

Policy Committee Chairs

Community, Economic and
Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County
Transportation Commission

2014 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

**All Regular Meetings are scheduled on the
1st Thursday of each month except for September***

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*
(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

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DATE: January 2, 2014

TO: Transportation Committee (TC)

FROM: Philip Law, Manager of Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Comments on FTA Proposed Rulemaking for Transit Safety and Asset Management

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Federal Transit Administration (FTA) has issued a consolidated Advance Notice of Proposed Rulemaking (ANPRM) regarding transit safety and state of good repair requirements in the Moving Ahead for Progress in the 21st Century Act (MAP-21). SCAG staff intends to submit comments to FTA regarding the ANPRM by the comment deadline of January 2, 2014. This staff report summarizes the ANPRM and SCAG staff comments. After FTA reviews all of the comments received, it will draft several separate NPRMs and the public will have additional opportunities to provide comments prior to FTA issuing final rules.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The Federal Transit Administration (FTA) has issued a consolidated Advance Notice of Proposed Rulemaking (ANPRM) to request public comments related to requirements for transit safety and State of Good Repair (SGR) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). In the ANPRM, the FTA discusses MAP-21 requirements for a new Public Transportation Safety Program and National Transit Asset Management (TAM) System, which are intended to improve the safety of the nation's public transportation system, ensure that those systems are in a state of good repair, and provide increased transparency into agencies' budgetary decision-making processes.

Several of the MAP-21 safety and TAM requirements directly impact the metropolitan and statewide planning processes. Metropolitan Planning Organizations (MPOs) and States must consider and integrate transit operators' TAM Plans and targets, as well as Transit Agency Safety Plans and targets, into the planning process. In particular, the FTA states that MPO and State funding allocations for surface transportation investments must weigh the needs for transit safety and SGR side-by-side with the highway performance objectives and targets that are also required by MAP-21, as well as with goals for expansion of the existing transit network. It should be noted that SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) development process already addresses multi-modal investment priorities in a comprehensive manner. Of the total \$524.7 billion investment identified in the adopted 2012-2035 RTP/SCS, transit operations and maintenance constitute almost one-third of the total plan cost, representing the single largest category of investment.

REPORT

Staff brought the ANPRM to the October 10, 2013 meeting of the Regional Transit Technical Advisory Committee, which includes technical staff representatives from the county transportation commissions, Caltrans, and transit providers in the six-county SCAG region. Staff also participated in a series of five webinars hosted by the American Public Transportation Association (APTA) focusing on each of the questions posed in the ANPRM. Additionally, staff participated in the California MAP-21 Performance Planning and Measurement Coordination Workshop held on November 20-21, 2013, which included focused discussions on the ANPRM with transit operators.

The ANPRM poses several questions concerning performance measures and targets and the coordination of targets and plans with metropolitan and statewide planning. These questions are most directly applicable to SCAG and are addressed specifically in the staff comment letter, which is attached to this report. In summary, staff's comments are as follows.

- FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that the MAP-21 requirements are met.
- The prioritization of investment strategies in MPO plans and TIPs, including strategies addressing transit safety and SGR needs, is guided by MPO adopted goals and policies, determined by local/regional consensus, and carried out through established planning processes. FTA should allow for maximum flexibility for MPOs to develop investment priorities for their own plans and TIPs.
- MAP-21 includes specific requirements that MPO performance targets be established within 180 days after the State and operators have developed their own targets. Given that each MPO is on a unique schedule for long-range transportation plan development in relation to the federal rulemaking process, FTA should allow MPOs the flexibility to incorporate new performance targets into the first long-range transportation plan update that is regularly scheduled to occur after such State or operator performance targets are established.
- SCAG supports the FTA's statement in the ANPRM that, "There are neither rewards for meeting a performance target, nor consequences for missing a performance target." These programs should not be used to punish or reward agencies via funding decisions.
- FTA should be mindful of the reporting and data collection burden that would be imposed on agencies by new requirements, especially as they may relate to any expected incremental benefits.
- FTA should recognize the significant body of work that exists regarding transit asset management that has been developed by industry leaders and represents consensus views of the industry, including recommended practices identified by APTA.

Comments are due to FTA by January 2, 2014 and it is SCAG staff's intent to submit the attached comment letter by this deadline. After FTA reviews the comments, it will draft several separate NPRMs for the National Safety Program and the TAM Program. FTA also plans to issue a joint NPRM with the Federal Highway Administration (FHWA) addressing metropolitan and statewide transportation planning requirements. Stakeholders and the public will then have another opportunity to provide comments prior to FTA issuing final rules. Staff will return with further updates as the rulemaking process continues.

FISCAL IMPACT:

Funding for staff work on this issue is included in FY13/14 OWP 140.SCG00121.01.

ATTACHMENT:

SCAG comment letter to U.S. Department of Transportation dated Jan. 2, 2014



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Transportation Commission

January 2, 2014

Docket Operations
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building Room W-12-140
Washington, DC 20590-0001

RE: Federal Transit Administration [Docket Number FTA-2013-0030] – The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management

Dear Sir or Madam:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the above referenced Advance Notice of Proposed Rulemaking (ANPRM) issued by the Federal Transit Administration (FTA). SCAG is the metropolitan planning organization (MPO) representing the six counties and 191 cities in Southern California.

SCAG supports the commitment in the Moving Ahead for Progress in the 21st Century Act (MAP-21) to improve the safety of the Nation's public transportation systems and ensure that those systems are in a state of good repair. We acknowledge that MAP-21 makes fundamental changes to the statutes that authorize the Federal transit programs, including new provisions for a National Safety Program and a National Transit Asset Management (TAM) System. We appreciate that FTA recognizes the significance of these changes and the potential impacts to state, regional and local agencies, and is providing the opportunity to comment on its initial interpretations and proposals it is considering prior to FTA issuing separate Notices of Proposed Rulemaking (NPRMs).

We acknowledge that several of the MAP-21 safety and TAM requirements directly impact the metropolitan and statewide planning processes. States and MPOs must consider and integrate transit operators' TAM Plans and targets, as well as Transit Agency Safety Plans and targets, into the planning process. Consequently, FTA states that MPO and State funding allocations for surface transportation investments must weigh the needs for transit safety and State of Good Repair (SGR) side-by-side with the highway performance objectives and targets that are also required by MAP-21, as well as with goals for expansion of the existing transit network. It is our opinion that many MPOs, including SCAG, already address multi-modal capital, operations and maintenance investment priorities in a comprehensive manner. Of the total \$525 billion investment identified in SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), transit operations and maintenance constitute almost one third of the total plan cost, representing the single largest category of investment.

We urge FTA to take this into account and promulgate final rules which will provide maximum flexibility for all MPOs to determine how best to satisfy the new requirements in a manner consistent with the spirit and intent of MAP-21.

SCAG's general comments are provided below, followed by comments to specific questions posed by FTA in the ANPRM.

General Comments

The FTA should clarify that only public transportation system operators must develop TAM plans. Non-operator entities that are designated recipients should not be required to maintain a TAM plan in order to allocate and administer the use of FTA funds by transit operators. In many urbanized areas (UZAs), a non-operating county agency, MPO, State Department of Transportation (DOT) or Consolidated Transportation Services Agency (CTSA) is the 5307, 5310, or 5311 designated recipient, and allocates funds between operator grantees within the UZA. Only those entities providing public transit service should be required to prepare TAMs. If it is required that the designated recipient maintain a current copy of each grantee's TAM, this should be explicitly stated in the grant making process.

MAP-21 requires that MPOs establish transit safety and SGR performance targets as part of their metropolitan planning process within 180 days after the relevant State or provider of public transportation establishes their performance targets. SCAG is currently scheduled to adopt its next long-range transportation plan in early 2016 to meet federal transportation conformity deadlines. Given statutory requirements for public review, it is likely that our plan development will occur before any performance targets are established by the State or public transportation providers. FTA should allow MPOs the flexibility to incorporate new performance targets into the first long-range transportation plan update that is regularly scheduled to occur after such State or operator performance targets are established.

SCAG has utilized performance measures in its regional planning process for over a decade and fully supports the performance management framework established in MAP-21. Performance-based planning and programming helps to increase accountability and transparency and improve decision-making. However, SCAG strongly feels that performance should not be used to drive funding decisions that reward or punish local agencies. SCAG strongly supports FTA's statement in the ANPRM that, "There are neither rewards for meeting a performance target, nor consequences for missing a performance target."

As FTA considers new reporting and data collection requirements, it should recognize that transportation funding and resources are severely limited, particularly for transit. As a result of the recent recession, many operators in the SCAG region have experienced significant and painful cuts to service. At the same time, voters in our region have approved county sales tax measures to raise local funds for transit and highway investment in the face of dwindling state and federal revenues. Given the financial constraints that our transit operators face, FTA should be mindful of the reporting and data collection burden that would be imposed on agencies by new requirements.

FTA should recognize the significant body of work that exists regarding transit asset management that has been developed by industry leaders and represents consensus views of the industry, including recommended practices identified by APTA.

Responses to Specific Questions Posed by FTA

97. What should be the time horizon for the SGR performance targets? Although the SGR targets must be set annually, as required by law, should separate short-range (one year) and long-range (greater than one year) targets be established?

SCAG Response: Long-range targets would better fit with, and facilitate incorporation into, the metropolitan planning process. In establishing a long-range target, operators should consider that our long-range transportation plan and transportation improvement program (TIP) are required to be updated every four years and two years, respectively, and our long-range planning horizon extends at least 20 years into the future.

113. How frequently should TAM Plans be updated? How frequently should FTA review a recipient's updated TAM Plan? How should the certification be updated when the TAM Plan is updated?

SCAG Response: TAM Plans should be updated on a cycle that considers and supports the development of the long-range transportation plan and TIP. In establishing a TAM Plan update cycle, operators should consider that our long-range transportation plan and transportation improvement program (TIP) are required to be updated every four years and two years, respectively.

116. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the metropolitan transportation planning process?

SCAG Response: Requirements to coordinate the selection of performance targets and to integrate the goals, objectives, performance measures, and targets developed by the State and grant recipients are already explicitly called out in the MAP-21 legislation. FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that these requirements are met. For example, recipients should submit TAM Plans to their respective States and MPOs, and States and MPOs should self-certify that their transportation plans and programs have integrated the goals, measures, and targets from local systems.

117. Should MPOs be required to set a region-wide target for transit state of good repair, or should MPO's be required to incorporate the both safety and transit state of good repair targets from each transit system within their jurisdiction into the performance-based planning process, or should MPO's have discretion to choose between these two approaches?

SCAG Response: There are about ninety (90) transit operators in the SCAG region, and it would be impractical to incorporate safety and transit SGR targets from each individual transit system into our long-range transportation plan. MPOs should have the discretion to choose between the two approaches, or some combination thereof, to find an approach that best fits their region's needs.

119. Should FTA establish procedures or requirements to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into other metropolitan planning products, such as the Unified Planning Work Program ("UPWP") and Congestion Management Process ("CMP")?

SCAG Response: Requirements to coordinate the selection of performance targets and to integrate the goals, objectives, performance measures, and targets developed by the State and grant recipients are already explicitly called out in the MAP-21 legislation, and no additional procedures or requirements are necessary. To the extent that this integration would impact or result in changes to the UPWP and CMP, the FTA should allow for maximum flexibility for MPOs, States, and operators to develop mutually agreed upon processes to cooperatively ensure that these requirements are met.

120. FTA is interested in hearing recipient and stakeholder perspectives on how the investment priorities set forth in can be most-effectively reflected in the prioritization of projects, strategies, and resources – including Federal, state, and local funds – in MPO Plans and Transportation Improvement Programs, as well as the Long-Range Transportation Plans of States and Statewide Transportation Improvement Programs. Specifically, how should transit state of good repair needs identified in be addressed alongside other investment goals in these financially-constrained plans?

SCAG Response: The prioritization of investment strategies in MPO plans and TIPs, including strategies addressing transit SGR needs, is guided by MPO adopted goals and policies, determined by local/regional consensus, and carried out through established planning processes. Additionally, in our region, prioritization of local transportation dollars is often determined by voter-approved ballot measures authorizing local sales tax measures. That being said, transit SGR needs are already being given priority in our long-range transportation plan, where transit operations and maintenance investments constitute almost one-third of the total plan cost, the single largest category of investment. FTA should allow for maximum flexibility for MPOs to develop investment priorities for their plans and TIPs.

121. How should safety targets be considered in the planning process by State's and MPOs? Should MPO's be required to set a region-wide safety target? Or, should MPO's be required to incorporate each of the safety targets from each transit system within their jurisdiction into the performance-based planning process? Or, should MPO's have discretion to choose between these two approaches? How would each approach make the planning process easier or more difficult for transit agencies?

January 2, 2014

Page 5 of 5

SCAG Response: There are about ninety (90) transit operators in the SCAG region, and it would be impractical to incorporate safety and transit SGR targets from each individual transit system into our long-range transportation plan. MPOs should have the discretion to choose between the two approaches, or some combination thereof, to find an approach that best fits their region's needs.

In conclusion, we thank FTA for the opportunity to comment on the ANPRM and for your consideration of SCAG's viewpoints. Should you have any questions regarding this letter, please contact Philip Law, Manager of Transit/Rail at law@scag.ca.gov or 213-236-1841.

Sincerely,

Hasan Ikhata
Executive Director

HI:pl

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DATE: January 2, 2014

TO: Transportation Committee (TC)
Energy & Environment Committee (EEC)

FROM: John Asuncion, Senior Regional Planner (213) 236-1936, asuncion@scag.ca.gov, and

SUBJECT: Comments on FHWA's Interim Guidance on the Congestion Mitigation and Air Quality Improvement Program

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

On November 12, 2013, the Federal Highway Administration (FHWA) issued the Interim Guidance on the Congestion and Air Quality Improvement (CMAQ) Program (hereinafter referred to as the "Interim Guidance"). The Interim Guidance retains the majority of the CMAQ guidance language from October 2008 but also makes revisions as a result of the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The staff report summarizes the main changes to the CMAQ Program as a result of MAP-21 and described in the Interim Guidance. SCAG staff will submit comments to FHWA regarding the changes to the CMAQ Program Guidance by January 13, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The Interim Guidance for the CMAQ Program has been prepared by the Air Quality and Transportation Conformity Team in FHWA's Office of Natural Environment, in cooperation with the Federal Transit Administration's (FTA's) Office of Planning and Environment. Since the Interim Guidance contains information needed for grantees to plan CMAQ funded projects and use CMAQ funds during FY 2013, the Interim Guidance is effective on the date of the publication in the Federal Register (November 12, 2013).

The following bullets outline the key provisions under the CMAQ Interim Guidance as it relates to project eligibility; geographic area eligibility; flexibility and transferability provisions available to States; requirements for annual reporting of CMAQ program obligations; and a discussion of the pertinent program administrative responsibilities of Federal, State, and Metropolitan Planning Organizations (MPOs), transit agencies and private sector sponsors.

- MAP-21 does not contain a specific statutory distribution formula for CMAQ apportionments. Instead, CMAQ apportionments are determined using a ratio of the State's FY 2009 CMAQ funding relative to the State's total apportioned Federal-aid for that year. The resulting ratio applies to both FY 2013 and FY 2014 CMAQ apportionments.

- However, MAP-21 has established a priority for PM2.5 (particulate matter less than 2.5 micrometers in diameter) emissions reductions with respect to CMAQ obligations. MAP-21 requires that any State with a PM2.5 nonattainment or maintenance area must invest a portion of its CMAQ funding towards projects that reduce PM2.5 directly or its precursors. An amount equal to 25 percent of CMAQ funds “attributable to PM2.5 nonattainment” must be set-aside for these PM2.5 priority projects. FHWA is proposing a PM2.5 weighting factor and after a rulemaking and public comment period, may issue a final rule used for set-aside determinations.
- Under Program Administration, there is a new provision that the required Annual Reports “should” provide a quantitative assessment of project-level emission benefits and cost-effectiveness “whenever possible.”
- MAP-21 also established a new requirement for a CMAQ performance plan by MPOs serving a population of one million or more and representing a non-attainment or maintenance area including SCAG. The CMAQ performance plan will be completed and updated biennially and will include:
 - ✓ Baseline levels for traffic congestion and on-road mobile source emissions for non-attainment or maintenance;
 - ✓ A progress report on achievements in reaching performance targets;
 - ✓ A description of the projects identified for CMAQ funding and a projection of how these projects will contribute to achieving the emission and traffic congestion reduction targets; and
 - ✓ A separate report assessing the progress of the project in achieving the air quality and congestion targets of the previous plan.

Several of the provisions will be the subject of rulemaking, and CMAQ Program guidance will be updated as needed following the conclusion of the rulemaking.

- The Interim Guidance provides clarification on the transfer provisions for CMAQ and states that 50 percent of CMAQ funds are transferrable to other Federal-Aid programs. However, 25 percent of CMAQ funds that are set-aside for PM2.5 priority project are protected and cannot be transferred to other programs. FHWA’s Chief Financial Officer will issue a detailed memorandum covering the transfer provisions encompassing the full Federal-aid highway program.
- MAP-21 expanded a provision that allows CMAQ funds to finance new transit operating assistance for an additional 2 years bringing operating assistance up to 5 years for CMAQ funds.
- MAP-21 provisions on flexible funding and the PM2.5 set-aside created a need for revised financial management system which adds a description in the Fiscal Management Information System coding used to track mandatory and flexible CMAQ spending, including the new PM2.5 set-aside.
- The change in CMAQ revenues from the MAP-21 enactment has resulted in a minor change of CMAQ apportionments for all counties in the SCAG region. Attachment 2 displays the CMAQ apportionments from October 2011 and November 2013. The percentage statewide share of CMAQ apportionments has resulted in a change of less than half of one percent for all counties in the SCAG region.

REPORT

Comments related to the Interim Guidance are due to FHWA by January 13, 2014. The FHWA will consider comments in developing final guidance for the CMAQ Program. SCAG staff consulted with the county transportation commissions and AQMD in the development of the attached letter. In addition to submitting comments directly to the FHWA, SCAG staff e-mailed a copy of the same comments to Muhaned Aljabiry (Muhaned.aljabiry@dot.ca.gov) at the State Department of Transportation (Caltrans) for inclusion in the statewide response to the CMAQ Interim Guidance due to the state on December 18, 2013 (Attachment 1).

FISCAL IMPACT:

Work associated with this item is included in the current FY2013-14 Overall Work Program 14-030.SCG00146.02 Federal Transportation Improvement Program; 14-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:

1. SCAG Comment Letter to FHWA
2. CMAQ Revenues Table

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Transportation
Keith Millhouse, Ventura County
Transportation Commission

January 12, 2014

Dockets Management Facility
U.S. Department of Transportation
Room W-12-140
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Federal Highway Administration [FHWA Docket No. FHWA-2013-0023]
Congestion Mitigation and Air Quality Improvement Program Interim
Guidance

Dear Sir or Madam:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the above referenced CMAQ Interim Guidance (“Interim Guidance” herein) issued by the Federal Highway Administration (FHWA) on November 12, 2013. SCAG supports the flexibility offered in the Interim Guidance and offers the following comments to the sections listed below:

Section V (C) Priority Set-aside or PM2.5 Areas

The Interim Guidance states that “an amount equal to 25 percent of the funds attributable to PM2.5 nonattainment in each of the affected States must be used for projects targeting PM2.5 reductions in those nonattainment and maintenance areas.” It is not clear what “attributable to” means. The Final Guidance should provide clarification as to the meaning of “attributable” with respect to this section.

The Interim Guidance states that “If this process leads to a final rule, FHWA plans on using the PM2.5 weighting factor developed during that rulemaking for set-aside determinations made after the effective date of the final rule.” The reference to the proposed PM2.5 weighting factor is unclear, and therefore, we request that the use of the PM2.5 weighting factor be explained in more detail in the Final Guidance. In addition, the Final Guidance should address how the set-aside determinations will be made if the rulemaking process would not result in a final rule.

Section V (D) State flexibility: Mandatory – Flexible CMAQ Funding

SCAG supports the transferability of CMAQ funds to other Federal-aid programs so long as the reduction in CMAQ funding does not impede a region's ability to achieve its air quality goals. While MAP-21 provides flexibility within the federal-aid programs, we feel that it could potentially affect the overall funding levels for CMAQ and hinder the region's ability to reach its air quality targets. A State can decide to transfer up to 50 percent of its CMAQ apportionment to another federal-aid program thereby reducing its CMAQ apportionment. It is imperative that federal, state, and local agencies work together to find a balance between transportation and environmental priorities. A provision should be included that allows agencies to work together and establish such priorities before funds are transferred between programs. This can ensure that agencies come to a consensus on its priorities and that CMAQ funded projects are implemented and continue to improve air quality.

Section VII (A) Item #2 Operating Assistance (e)

SCAG recognizes the importance of flexibility in the timing of financial assistance and supports the increase in operating assistance for start-up projects increasing for up to five (5) years sequential years of support, especially since transportation funding and resources are limited particularly for transit.

Section IX (B) Item 3 – Tracking Mandatory/Flexible and PM2.5 Set-aside Funds

With regard to provisions on the PM 2.5 set aside and the need for a revised financial management system which adds a description to the Federal Management Information System (FMIS) coding to track CMAQ spending, the State should be responsible for this MAP-21 provision. Since the State collects this data and the State also operates the FMIS database, it would be most efficient if the State were to take the sole responsibility for this provision. Having other agencies such as other MPOs or County Transportation Commissions participate, in whole or in part, with this responsibility would result in an inefficient and possible duplicative use of resources and take much longer than if the State were to assume full responsibility of this provision to track CMAQ spending in regards to the PM 2.5 set aside. We request that this be addressed in the Final Guidance.

In conclusion, we thank FHWA for the opportunity to comment on the Interim Guidance. Should you have any questions regarding this letter, please contact Maria I. Lopez, Manager of Federal Transportation Improvement Program, at (213) 236-1806 or at lopez@scag.ca.gov.

Sincerely,

Hasan Ikhrata
Executive Director

HI:ml

CMAQ Estimated Apportionments - October 2011

CMAQ	IMP	LA	ORA	RIV	SBD	VEN	SCAG TOTALS	Statewide Totals
12/13	1,825,241	155,685,985	47,528,965	33,159,530	31,815,146	9,687,247	279,702,114	491,824,858
13/14	1,825,241	155,685,985	47,528,965	33,159,530	31,815,146	9,687,247	279,702,114	491,824,858
14/15	1,825,241	155,685,985	47,528,965	33,159,530	31,815,146	9,687,247	279,702,114	491,824,858
15/16	1,825,241	155,685,985	47,528,965	33,159,530	31,815,146	9,687,247	279,702,114	491,824,858

Percent of Statewide Total	0.371%	31.655%	9.664%	6.742%	6.469%	1.970%	56.870%
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CMAQ Estimated Apportionments - November 2013

CMAQ	IMP	LA	ORA	RIV	SBD	VEN	SCAG TOTALS	Statewide Totals
13/14	1,470,068	138,531,424	42,597,238	30,529,285	28,285,971	8,321,872	249,735,858	437,076,772
14/15	1,470,068	138,531,424	42,597,238	30,529,285	28,285,971	8,321,872	249,735,858	437,076,772
15/16	1,470,068	138,531,424	42,597,238	30,529,285	28,285,971	8,321,872	249,735,858	437,076,772
16/17	1,470,068	138,531,424	42,597,238	30,529,285	28,285,971	8,321,872	249,735,858	437,076,772
17/18	1,470,068	138,531,424	42,597,238	30,529,285	28,285,971	8,321,872	249,735,858	437,076,772

Percent of Statewide Total	0.336%	31.695%	9.746%	6.985%	6.472%	1.904%	57.138%
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DATE: January 2, 2014

TO: Transportation Committee (TC)

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: California High-Speed Rail Authority (CHSRA) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

This report updates TC members on recent legal rulings with regards to the California High-Speed Train project.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

DISCUSSION:

On November 25, 2013, in *John Tos, Aaron Fukuda and Kings County v, CHSRA et al.*, Sacramento County Superior Court Judge Michael Kenny ruled that the CHSRA's funding plans for bond validation do not meet the requirements set forth in Part C of AB 3034, the statute authorizing Prop. 1A. Judge Kenney ruled that the CHSRA did not comply with Prop. 1A because its 2011 funding plan did not identify funding for the entire Initial Operating Segment (IOS) from Merced to the San Fernando Valley, and because the CHSRA has not certified completion of all environmental clearances for the IOS (only the Merced to Fresno section has been certified).

A second lawsuit, *High-Speed Rail Authority v. All Persons Interested*, involves a bond validation case filed by the CHSRA to require all legal challenges to the Prop. 1A bonds to be heard at one time. In this case, Judge Kenny ruled that the CHSRA has not presented a pressing case for immediate sale of all \$8 billion in bond funding via their current funding plan, and he declined to validate the CHSRA request to begin issuing first bond sales for the project. The Judge concluded that the finance committee created under Prop. 1A did not comply with an essential legal requirement that their authorization of the issuance of bonds be supported by evidence in the record. The ruling doesn't prevent the state from issuing Prop. 1A bonds, but it does potentially open the door to individual lawsuits.

The CHSRA has responded that they were already in the process of creating a new funding plan following the adoption of the 2012 Business Plan, and the new submittal date will be determined by the court. Once they submit this, they expect a new validation action from the state legislative bond committee. They point out that the Court did reject the plaintiffs' call for a construction restraining order, and that in fact it rejected most of the plaintiffs' objections. The CHSRA position is that it is moving ahead with the construction

REPORT

package of the first 29-mile segment with the awarded federal funding. The CHSRA's bonding authority has not been overturned or invalidated, and the Prop 1A connectivity projects at other agencies, such as the Regional Connector and Metrolink's Tier IV locomotives will not be affected by this decision. However, there is a chance the ruling could delay the Southern California MOU projects to some extent, especially if they are ready for the construction phase.

Finally, the Surface Transportation Board issued a ruling on December 3, 2013 denying the CHSRA's request for a decision on the transportation aspects of the Initial Construction Segment (ICS) from Madera to Bakersfield before the environmental review of that section has been completed. The Surface Transportation Board (Board) had previously given the go-ahead for a 24-mile section of the first construction package recently awarded from north of Fresno to Madera, but rejected the CHSRA's most recent request for a further 114 miles between Fresno and Bakersfield due to the stated reasons of the environmental work not having been completed. In a separate but concurring statement, the Vice Chairman of the Board added the issue of the project's "financial fitness," and that this criterion needs to be included in the future for Board decisions on CHSRA petitions.

NEXT STEPS:

Staff will continue to provide periodic updates to TC members.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Element No. 13-140.SCG00121-02 Regional High Speed Rail Transport Program.

ATTACHMENT:

None

DATE: January 2, 2014

TO: Transportation Committee (TC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, 213-236-1817, panas@scag.ca.gov

SUBJECT: Selection of SCAG Region Designated Recipients for FTA's Sec. 5310 Program

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The Federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), requires the designation of a recipient for the urbanized area funds under the Federal Transit Administration (FTA) Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities grant program. This designation shall be made by the governor in consultation with responsible local officials and publicly owned operators of public transportation. SCAG has engaged in extensive consultations with the State Department of Transportation (Caltrans) and the SCAG-area County Transportation Commissions and arrived at the designations noted on the attached SCAG letter to Caltrans dated December 10, 2013. The designations were transmitted to Caltrans by the deadline.

BACKGROUND:

Under the terms of MAP-21, the recipient charged with administering the Section 5310 Program in urbanized areas over 200,000 in population must be officially designated after a process of consultation prior to grant award. The MPO, State, or another public agency may be a preferred choice based on local circumstances. The designation of a recipient shall be made by the Governor in consultation with responsible local officials and publicly owned operators of public transportation, as required in sections 5303 and 5304. Funds cannot be awarded until this designation is on file with the FTA Regional office.

Designated recipients are responsible for administering the program. Responsibilities include: notifying eligible local entities of funding availability; developing project selection processes; determining project eligibility; developing the program of projects; and ensuring that all sub-recipients comply with Federal requirements.

Caltrans had requested that each MPO provide its recommended designations for its respective urbanized areas (UZA) by early December 2013. As can be seen from the attached SCAG letter, the LA – Long Beach – Anaheim UZA will have more than one designated recipients (specifically Metro and Caltrans). This is permissible under FTA regulations while it has been discouraged by Caltrans who would have preferred a more streamlined approach.

The attached recipients are an update to prior Regional Council compliance notification.

STRATEGIC PLAN:

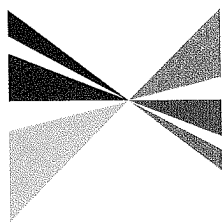
This item supports SCAG's Strategic Plan Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

FISCAL IMPACT:

The staff time to support this process was budgeted in the General Fund (800-0160.04).

ATTACHMENT:

SCAG letter to Caltrans re Designated Recipients – Federal Transit Administration Section 5310 Program (with attachment)



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James Johnson, Long Beach

Transportation
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Transportation Commission

December 10, 2013

Mr. Brian C. Travis
Senior Transportation Planner
California Department of Transportation
Division of Mass Transportation, MS 39
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Designated Recipients - Federal Transit Administration (FTA) Section 5310 Program

Dear Mr. Travis:

On behalf of the Southern California Association of Governments (SCAG), I am responding to the letter dated November 21, 2013, from Jane E. Perez, Chief, Division of Mass Transportation, California Department of Transportation (Caltrans). The letter from Ms. Perez requested that SCAG indicate with a formal letter our agency's intention for the assignment of Designated Recipient(s) within our region for the FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310 Program).

The Moving Ahead for Progress in the 21st Century Act (MAP- 21) established the Section 5310 Program to serve the special needs of transit-dependent populations beyond traditional public transportation services through grants to non-profit and local government agencies. The program provides apportionments to ten (10) large urbanized areas in the SCAG region. Furthermore, MAP-21 requires that for each large urbanized area, the Governor of each State must identify the Designated Recipient(s) to administer the Section 5310 Program, in consultation with responsible local officials and publicly owned operators of public transportation. Based on FTA Interim Guidance (October 16, 2012), FTA will not award any Section 5310 Program funds until it receives the Governor's designation letter.

During the last few months, SCAG has consulted with Caltrans, the County Transportation Commissions (CTCs) and other local agencies serving large urbanized areas in the SCAG region, regarding the Section 5310 Program. As a result of our consultation, we reached a consensus regarding the two (2) options presented by Caltrans. Please find attached the preferred option(s) selected for each of the large urbanized areas (UZAs) in our region.

As described in the attachment, the Los Angeles County Metropolitan Transportation Authority (Metro) and Ventura County Transportation Commission (VCTC) both prefer Option #2 (MPO or eligible large UZA agency take over administration for their respective large UZAs). Our understanding is that this option would allow Metro to serve as the Designated Recipient for the large UZAs and portion of Los Angeles-Long Beach-Anaheim UZA (LA-Anaheim UZA) within Los Angeles County, and for VCTC to serve as the Designated Recipient for large UZAs within Ventura County.

Letter Re: Designated Recipients, FTA Section 5310 Program
SCAG Region
December 10, 2013
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All other areas have selected Option #3 (Administrative Hybrid-Partnership between MPOs and Caltrans), with Caltrans serving as the Designated Recipient for the remaining UZAs (and portions of the LA-Anaheim UZA located within Orange and San Bernardino Counties). Multiple Designated Recipients may be designated for a single UZA, as allowed under MAP-21 and FTA Proposed Circular C 9070.1G

This flexibility is important for the LA-Anaheim UZA, given its large size across three counties. For UZAs which cross county lines, SCAG intends to provide Caltrans with the apportionment split information.

It is our understanding that for local agencies which have selected Option #3, Caltrans will permit up to 5% of available administrative costs to be shared with CTCs for developing coordinated plans and other eligible administrative activities. We further understand that under this option, Caltrans will submit to FTA all eligible project applications received from SCAG (and selected by the CTCs). Caltrans indicated in previous correspondence (November 6, 2013) to SCAG that it intends to limit the total amount of funds requested by any one applicant to \$600,000 per application (cap). However, the November 21st letter and White Paper did not mention such a cap. SCAG requests clarification on this point and that Caltrans consider not imposing a cap on grant awards.

SCAG staff intends to inform members of our governing board, the Regional Council, and its Transportation Committee about the status of this matter at their upcoming monthly meetings in January 2014. We look forward to continuing to work with Caltrans on the successful implementation of the Section 5310 Program.

For any further information or questions, please contact me or Basil Panas, SCAG Chief Financial Officer, at (213) 236-1817.

Sincerely,



Hasan Ikhrata
Executive Director

Attachment: Preferred Option Selections

cc: Jane E. Perez, Chief, Division of Mass Transportation, Caltrans
Ted Matley, FTA Region 9
Jonathan Klein, FTA Region 9
Arthur T. Leahy, Metro Chief Executive Officer
Darrell Johnson, OCTA Chief Executive Officer
Raymond Wolfe, SANBAG Executive Director
Anne Mayer, RCTC Executive Director
Darren Kettle, VCTC Executive Director

Preferred Option Selections

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Indio--Cathedral City, CA UZA	63670	County of Riverside: RCTC	Option 3	Caltrans

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Lancaster--Palmdale, CA UZA	60000	County of Los Angeles: Metro	Option 2	Metro

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Los Angeles--Long Beach--Anaheim, CA UZA	60020	County of Los Angeles: Metro	Option 2	Metro
		County of Orange: OCTA	Option 3	Caltrans
		County of San Bernardino: SANBAG	Option 3	Caltrans

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Mission Viejo--Lake Forest--San Clemente, CA UZA	60680	County of Orange: OCTA	Option 3	Caltrans

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Oxnard, CA UZA	60860	County of Ventura: VCTC	Option 2	Ventura County Transportation Commission (VCTC)

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Riverside--San Bernardino, CA UZA	60420	County of Riverside: RCTC	Option 3	Caltrans
		County of San Bernardino: SANBAG	Option 3	Caltrans

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Santa Clarita, CA UZA	61770	County of Los Angeles: Metro	Option 2	Metro

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Murrieta--Temecula--Menifee, CA UZA	61320	County of Riverside: RCTC	Option 3	Caltrans

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Thousand Oaks, CA UZA	61320	County of Ventura: VCTC	Option 2	VCTC

			SELECTION	
UZA	UZA No.	Counties/CTC	Option	Designated Recipient
Victorville--Hesperia, CA UZA	62660	County of San Bernardino: SANBAG	Option 3	Caltrans